

DAKOTA COUNTY HERALD

State Historical Society

ALL THE NEWS WHEN IT IS NEWS

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NEWSY ITEMS FROM OUR EXCHANGES

Hartington Herald: Raymond McNamara went to Omaha last Saturday to work in one of the packing houses.

Orchard News: Frank Francisco was up from Jackson over Sunday. He has a farm there.

Wayne Herald: A son was born to Mr. and Mrs. Charles Heikes, living two miles southeast of Wayne, on October 1.

Pender Times: Thos. Ashford was over from Homer Tuesday... W. W. Sharp, formerly of Pender, is now a resident of South Sioux City—getting back to good old Nebraska again.

Fonda, Iowa, Times: Rev. and Mrs. V. A. Woolworth and daughter Ruth, of Hayes township, south of Storm Lake, were guests of Mr. and Mrs. Burt Kroesen Sunday. Mr. Woolworth was pastor of the Presbyterian church at South Sioux City.

Ponca Advocate: Mr. and Mrs. Geo. Carter, of Omaha, are visiting in the H. H. Hart home... Don Forbes, a Dakota county farmer, had a car load of fine Early Ohio potatoes on the Ponca market last week. They sold for \$2.25 a bushel.

Bloomfield Journal: John Killackey returned the other day from Sioux City, where he had been cared for at the St. Joseph's hospital. He is not much improved and will probably make a trip down to Excelsior Springs in the hopes that a sojourn there will aid in building him up.

Ponca Journal-Leader: Prof. Jacobson and wife were visiting relatives in Sioux City Saturday... Mr. Dan Hodgins and sister, and Miss Mary Walsh of Willis, Dail and Meri Putman, Francis and Cornelius Shahan and also Miss Catharine Shahan and Miss Inez Heydon of Ponca returned to the beautiful new home of Mr. and Mrs. J. M. Burns on Silver creek Sunday and spent the day.

Winnebago Chieftain: Ashley Londrosh moved into his home in the east part of town Wednesday... Mrs. Harry Hill, of Allen, Neb., visited relatives here this week, returning home Wednesday... A very quiet wedding occurred at the home of Mrs. Nellie L. Nunn Tuesday morning, October 7th when her daughter Alice, was married to Elmer G. Hadley, of Hastings, Neb. The young couple left just after dinner, by auto, for Lynch, Neb., where they will visit a few days, then go to Fullerton to visit. They will be at home to their friends at 127 East Fourth street, Hastings, Neb.

Walthill Citizen: Mrs. V. P. Kelley and two daughters went to South Sioux City yesterday to visit her sister, Mrs. Gallagher... Miss Ethel Fritz and Mrs. Paul Lungenburg attended the wedding of Miss Alice Nunn at Winnebago on Tuesday... Mrs. Geo. Lamson returned home on Saturday from her extended visit at Salem, Ill. George was all smiles when he met her at the depot, and told ye reporter he was through with the batch act... "Major Ream Post" American Legion, was organized last Friday night with 21 members. Another meeting was held Tuesday evening to select a delegate to the state

meet at Omaha tomorrow and B. F. Rickerson was given the honors and leaves today for that place.

Emerson Enterprise: John Wasmund, of Dakota City, was a weekend visitor in the Nels Talstrup home... George Carter is back on the Omaha-Sioux City run after a three months' vacation which he and Mrs. Carter spent traveling in the east, spending a part of it at Atlantic City. He was greeted with enthusiasm by his Emerson friends at the depot... Mrs. Chas. Lewis, Miss Lulu Bonderson and Mrs. George P. Haase went to Omaha Monday afternoon to attend a missionary convention of the Nebraska Synod. Rev. Chas. Lewis and Henry W. Peters went at the same time and will attend a meeting of the Synod.

Wakefield items in Wayne Herald: Mrs. Lewis Cooley left Saturday for her home in Lincoln after a few days' visit with her mother, Mrs. J. D. Spencer, and other relatives... Mrs. George Barto entertained a number of ladies on Friday afternoon in honor of her sister, Mrs. William Smith, of Hudson, Wis. The afternoon was spent socially and refreshments were served... Mrs. J. D. Spencer returned last week from a visit with her daughter, Mrs. Lewis Cooley, at Lincoln. Mrs. Cooley returned with her mother to visit her sisters, Mrs. B. Chas. Mrs. George Barto, Mrs. F. Barto, and Mrs. Wm. Smith, of Hudson, Wis. The latter is now visiting at Wakefield.

Sioux City Journal, 12: Joe Kloster, town marshal of South Sioux City, engaged in a gun battle with three men who entered the Graham & Priestly garage in Main street, about 3 o'clock yesterday morning. Blood was spilled about the garage, and the marshal believes he "got" one of the men. Kloster was informed of the attempted robbery by a motorist who passed the garage. The marshal armed himself with a shotgun and advanced upon the garage. He opened fire and the men returned shot for shot. The marshal was uninjured, but several windows in the building were shattered. An examination revealed that the thieves got a bushel of onions and 40 cents from the cash register.

Sioux City Journal, 10: Rosecoe Young, 214 Lakeport avenue, and Harry Beilto, of Jackson, Neb., were arrested by Detective Becker last night and taken to the police station where they were held for investigation. Young, police said, went to the Wyckoff Auto Salvage company where, it is charged, he represented himself to be an agent for a man named Sutherland who is a customer of the company. The police say he obtained several automobile tires and tubes which he gave to Beilto to sell. Part of the goods were found in Beilto's possession when arrested, it is charged... The death of Mrs. Erhardt Held, at Hinton, Ia., yesterday marked the passing of one of Iowa's pioneers. Mrs. Held was 77 years of age and her death was from infirmities of age. She was born in Odenheim, Germany, in 1842 and came to America in 1856 and settled in Sioux City. In 1861 she was married to Erhardt Held and they moved to a farm near Jackson, Neb. Later they moved to Hinton.

"T. R."

A many-sided man of might,
Touched with the poet's vision, he
Fought always in the van of right,
And dealt his blows heroically.

For him there was no turning back—
His gaze was fastened on a star;
Nor saffron-dyed hyena pack
Could daunt the courage of "T. R."

This was no fifty-fifty man;
His hat was in his country's ring;
His soul was all-American—
His genius an eternal thing.
—Edwin Carty Rank.

Surviving sons and daughters are Phil E. Held, Mrs. Joseph Sweeager, Mrs. Henry Snyder, Mrs. D. C. Huff, John Heid and Gus Held, of Hinton; Mrs. William Snyder, of Los Angeles, Cal.; Mrs. Andrew Ray and Mrs. P. P. Schindel, of Sioux City. The services will be at the Evangelical church at Hinton, and interment will be made in the Melbourne cemetery there... The arrest of two men and two girls, one aged 13 years and the other 18 years, followed a raid on the Spowage block, 912 Fifth street, early yesterday. The raid was made by Detective Ed Becker, who was acting on a tip furnished by J. T. Brindley of South Sioux City, Neb., father of Clara Brindley, the 13-year-old girl involved. The Brindley girl was picked up about 1 o'clock in an automobile at Fourth and Jones Sts. When taken to the police station she said her name was Elsie Stevens, of Randolph, Neb. Later Detective Becker went to a room in the Spowage block and arrested Fred Guike, aged 22 years, and Mrs. Fay Merriam. They were in the same room and attired only in night clothing. Harry Turner, aged 24 years, was found in an adjoining room and also arrested. Upon their arrival at the police station the Merriman woman told a story implicating the Brindley girl. She said that Turner and Clara Brindley were "in on the party" and had been in the next room. The Brindley girl is large for her age and told the police she was 17 years old. Her father gave her age as 13 years. All are being held for investigation. The Merriman woman said that her husband deserted her nine days after they were married. She asserted that she had only known her husband three days before they were married, and that she married him to prevent her commitment to the state reformatory.

FARM BUREAU NOTES

C. R. Young, County Agent

Pocket gopher eradication meetings will be held this week as follows: Thursday, Oct. 16th at 2:00 p. m., at the Hale school house on the Fiddler creek road. Thursday, at 3:30 p. m., at the German school house.

On Friday, Oct. 17th, at 10 a. m., at the Combs' school south of Homer. Friday, at 2:00 p. m., at the Louis Krumwiede farm on the river road, Friday, at 3:30 p. m., at the George Cain farm in Blyburg. On Saturday, Oct. 18th, at 10 a. m., at the Tim O'Connor farm east of Homer. Saturday, at 2:00 p. m., at the Ray Hoch farm two miles north of Homer. All meetings will start at the new time.

At these meetings methods of locating the gopher's run-way, setting traps, and placing poison will be shown. Both poison and traps will be for sale. Traps will sell at 15 cents each and poison at 35 cents per box.

Meetings to determine a fair wage for corn husking were held last week at the Meridian school, Goodwin, and the Nacora school. One was to have been held at the Hale school but because of the rainy night it was found necessary to not hold it. At all of these meetings seven and eight cents per bushel was agreed upon. At present there are hundreds of men in Sioux City ready to go husking.

- Home Demonstration Notes
- Miss Florence Atwood
- Home Demonstration Agent

Miss Louise Murphy, a State Public Health Nurse, who is being financed by funds which the Women's Council of Defense had on hand at the time they demobilized, will be in this county a part of this week, beginning October 20th. Miss Murphy has just recently returned from overseas duties and prior to that time did public health work in Chicago. Her work which she has already done in this state has received very favorable mention. It is hoped that she will receive a hearty co-operation in this county.

The schedule arranged for her meetings are as follows:
Monday, October 20th, at 2:45 p. m., South Sioux City high school building.

Thursday, Oct. 23rd, at 2:45 p. m., Jackson, in St. Patrick's hall.

Thursday, Oct. 23rd, at 8 p. m., at Dakota City, in Court Room.

Friday, Oct. 24th, at 1:30 p. m., at Homer, in high school building.

Saturday, Oct. 25th, at 3 p. m., at Emerson, in the basement of the Lutheran church.

The subjects to be discussed have been left to the discretion of each community, but will be one of the following:
How to make a patient comfortable.

The child of pre-school age.
Prenatal and infant care.

DREAM OF SOVIETS IS CENTURY OLD

Our Forgotten Socialism That Led to Widespread Repudiation by States

MILLIONS WERE BLOWN IN

Well Known Economic Writer Recalls Distressful Period When North Dakota Plan Left Ruin in Its Wake.

(From "Our Forgotten Socialism," by Albert W. Atwood, Copyrighted, Reproduced in Part by Permission of Saturday Evening Post.)

(Continued from last week.)

So the states started out for themselves on a mad scramble for internal improvements to connect the east and the west, and New York got so far in the lead with its Erie canal and carried it to such an overwhelmingly successful conclusion that the state and city of New York took first place in the nation, which they have held to this day.

The Success of the Erie Canal.

New York was by far and away the first in the field, the Erie canal being started very soon after the close of the great wars. The state pledged everything it had in fear and trembling, including sales at auction, lotteries and the duty on salt. But the tolls from the canal even before the work was finished so exceeded interest on the bonded debt that the canal's most eager advocates were dumbfounded. Within ten years the tolls had paid for the entire cost, and the state had to pay a premium of 5 to 9 per cent to induce holders of bonds to present them for payment.

Even before the big ditch was finished an immense new business was created in western New York and as far west as Ohio and Michigan. In 1807 there had been only a few thousand people west of Seneca lake in New York state; now there were many hundreds of thousands. Nearly twenty thousand boats passed West Troy in 1820.

Immediately Boston, Philadelphia and Baltimore saw their prestige lost to New York. They sought desperately by means of vast systems of canals, roads and that brand-new device, the railroad, to regain their supremacy. But they were too late.

The new wealth created by the Erie canal was enough to turn men's heads. Many, many years ago, when the hero of that popular novel, "David Harum," visited Newport, he shouted, "Low bridge!" at a fashionable dinner party, whereat all the older men present, except an English lord, ducked their heads, thereby showing the origin of their fortunes.

Not only did the cities and states along the Atlantic seaboard desire to attract the new western commerce for its own sake, but also because through the growth of the west they feared there would be a shift in the balance of power. Southern states, and especially North Carolina, were losing farmers, planters and slaves. The cheaper and more fertile lands of the west were irresistible. To save herself North Carolina entered upon a great trunk line scheme of canals and railroads.

But western states were just as anxious for internal improvements. Their prairies were rich indeed. Wheat and corn grew with amazing ease. But there were no markets. The farmers of Indiana raised two or three times as much produce as they could consume, and had no place to sell the surplus. Only the towns along the Ohio river had any chance at all, for from them grain could be sent by boat to New Orleans.

Suddenly people began to realize that the west was no longer a mere refuge for poverty or for the restless pioneer adventurer who wanted to get "twenty miles away from law and calomel." Many of the western settlers had come out by way of the Erie canal. They knew about its success and they were men of courage and faith, with no fear of adventure.

Not only had the Erie canal paid beyond the dreams of its builders. In England stock in the Chester canal which cost \$500 sold for \$12,000 and paid a dividend of 180 per cent. There seemed no reason why the veins and arteries of physical nature should not be multiplied like those in the human frame. Why not bring steamboats way into the interior? Besides, if canals would not do, how about the railroads? They were newer and more untried, but people were greatly excited about them.

Money From England.

A few years before people had been very dubious about the railroads. Opponents had argued that they would frighten the cows from having calves and the hens from laying eggs. In 1823 a correspondent asked one of the Philadelphia papers "What is a rail-

road?" and the editor answered "Perhaps some other correspondent can tell"; but nobody did. However, it was said that the railroads would not freeze over in winter like the rivers and canals, and by the time extensive works of internal improvement were undertaken some ten years later most of the states compromised by building combined systems of railroads and canals.

With the exception of a few government-sponsored banks there had never been any industrial undertakings in America which called for more than a million dollars. People knew nothing of large enterprises like canals and railroads where great masses of capital had to be sunk in a single undertaking, not to pay returns perhaps for a year. They had been accustomed mostly to mercantile and shipping enterprises. Corporations were almost unknown.

But England had money, literally to burn. Again to quote the severe Mr. Beck: "The plethoric purse of Europe would rejoice to be relieved by the phlebotomizing process of a loan to any who could promise to relieve them from the care of their money for a good long while. To be sure it was admitted that foreign capital was dangerous to our liberties and ought to be pronounced contraband. But there are exceptions to all rules."

Since the close of the Napoleonic Wars capital had accumulated in England so rapidly that the rate of interest was forced down to insignificant figures. The steady conversion of the English debt to lower and ever lower rates of interest simply forced capital into foreign countries, into all manner of rash ventures.

This country stood highest of all in British esteem. We had but a short time before paid off our Revolutionary debt, the only country in the world which had ever paid off its debt.

Not only were canals profitable in England, but that country was the home of the railroad. As for banks, the English had invested with great success in the First and Second Banks of the United States. Besides, they wanted cotton from the south and they thought new banks in America would stimulate cotton growing. So when the Federal Government paid off its debt the English left their money here instead of withdrawing it. They invested it in the new enterprises, railroads, canals and banks, and expected to profit immensely, especially as most of them were backed by the states.

The English never got it through their heads a state could constitutionally repudiate its bonds. They knew that the federal government never had done so and never intended to. They have never quite to this day distinguished between the states and the federal government.

How Jersey Stood Out.

As already stated, the first weakness in the schemes of internal improvement was their elaborate inclusive magnificence. In Ohio, Illinois, Indiana and North Carolina work was begun at all points at once, each state thus bidding against itself for the few laborers to be had. Pennsylvania planned a complete vertebrate system of track and water courses, and unlike most of the other states actually built it. Men even said that by digging seventy-five miles more of canals Philadelphia would soon be connected directly with the Pacific ocean.

Only a few years later, however, Pennsylvania tried in vain to sell to private interests two million dollars of stocks in banks, turnpikes, bridges, canals and railroads. Finally its canals were sold out to private interests after they had got deeply in debt. Indeed before many decades had passed, half of the nearly five thousand miles

of canals in the country, built mostly by the states at a cost of possibly two hundred millions, had been abandoned, and most of the rest had become unprofitable because of railroad competition.

But the states fared only a little better with their railroads. After a time Pennsylvania sold out her railroad interests to private companies at what is said to be only one-sixth of their cost, and on easy terms at that.

Michigan planned 506 miles of railroad and 230 miles of canal, though the population was scarce two hundred thousand. It was estimated by the legislature that a railroad from Detroit across the state would yield 30 per cent a year in profits. The benefits to be expected were appraised everywhere down to the minutest detail. One county in North Carolina figured that it would save \$3,750 a year on the transportation of salt alone.

Of course many of these states were too new, sparsely settled and poor to have any revenue from taxes to speak of, and thus no provision was made to pay the interest on bonds sold to eastern and foreign investors, except by means of the mythical dividends.

In Michigan and elsewhere it never seemed to occur to anyone that railroads through a wilderness could not be made to pay at once.

As for Michigan's grand scheme of state railroads, it came to naught, through sectional jealousies, political dissension, official corruption and extravagance.

In 1846 Michigan sold out the last unfinished remnants of her railroad system to private companies for less than cost. They were rapidly completed under private management, and to-day the great trunk lines that cross the state run along the original routes.

Two years after the private companies had bought control the state significantly enough was able to resume interest on its bonds.

In the new constitution in 1850 the people of Michigan deemed it necessary to prohibit what in the earlier constitution they had explicitly commanded: "The state shall not subscribe to or be interested in stock of any company and shall not be a party or interested in any work of internal improvement."

Indiana Got In Too.

An old and populous state like Pennsylvania might sink money with a certain degree of impunity, but not so in frontier communities like Michigan, Indiana and Illinois, where the farms were not yet cleared and most of the people still lived in log cabins. When the Indiana legislature passed the Mammoth Internal Improvement law, appropriating an amount equal to more than one-sixth of the state's entire wealth without any provision for interest, there were bonfires, parades and orators in every town and village. Twelve hundred miles of railroads and canals were provided for.

Interest on the bonds would cost the state a million dollars, and taxes amounted to only fifty thousand, but everyone thought even those small taxes would soon become unnecessary. Every section in the state got busy and presented to the legislature petitions to connect each little creek by canal with the nearest similar rivulet. Hundreds of highly paid state office sinecures were created. After \$6,000,000 had been spent on canals and railroads only \$13,000 income was reaped from the property.

(Continued next week.)

THE FOLKS AT HOME EXPECT YOU TO TELL 'EM ALL ABOUT "OMAHA'S FUN VISIT CENTRE," THE "Gayety" EXHILTRATING BURLESQUE; VAUDEVILLE. Stage Always Filled with Pretty Girls, Fancy Gowns, Gorgeous Equipes, Brilliant Scenic Environment. LADIES' TIME MATINEE EVERY WEEKDAY. Everybody Goes! Ask Anybody. ALWAYS THE BIGGEST AND BEST SHOW WEST OF CHICAGO.

MEN OF MODERATE MEANS

and women, too, need Checking Accounts quite as much—perhaps even more—than do those of larger interests.

They can not afford to run the risk incurred through keeping money in a pocketbook or safe—or to pay a bill twice, for want of a receipt.

A Checking Account here guarantees protection for funds—and furnishes a valid receipt for every disbursement.

Jackson State Bank
Jackson, Nebraska

Ford
THE UNIVERSAL CAR

We are experienced, and know how to give service to the owners of Ford cars. We have the same methods, machinery and skill that they have in the Ford factory, and we use the same parts made by the Ford Motor Company. Ford owners are doubly guaranteed by us as to the reliability of our service on Ford cars. Don't try to do it yourself, bring your car here. Incidentally we are getting a few Ford cars and are able to make fairly good deliveries.

SMALL & ROGERS THE FORD MEN

HOMER MOTOR CO.

THE HOUSE OF SERVICE